

3rd May 2023

Ashburton City Council
5 Baring Square West
ASHBURTON 7700

To whom it may concern,

The following design statement is for the proposed residential development at 43-47 Allens Road.

1. CONTEXT & CHARACTER

The surrounding neighbourhood is made up of single storey dwellings from the 1950's and are constructed using a painted timber weatherboard or brick veneer cladding and with a mix of concrete tile and corrugated metal roofing. Across the road is an Anglican church and kindergarten. Most of the surrounding properties are single, one storey dwelling structure. Neighbouring streets have a mix of single and double storey dwellings such as Allison and Clark Street.

The proposed development complements the surrounding neighbourhood by being constructed with painted weatherboard, and board and batten claddings, and corrugated metal roofing.
The proposed development includes 9 x two storey units, 6 x of the units being duplex at the rear of the property accessed via a JOEL and 3 x units with road frontage, one of these being a Universal Design unit.

2. RELATIONSHIP TO THE STREET, PUBLIC OPEN PLACES AND SHARED SPACE

Relationship to the Street

The 3x front units have front doors that face the street and together with the landscaping, creates a lively and welcoming impression at the road boundary. Fences is generally set back from the building mass to integrate into the streetscape with the use of landscaping to soften the threshold. The terraced units 4-9 are set deeper into the site to reduce the building mass on the street. This depth will allow for a planting buffer at the street edge to soften the threshold between street and building. The main access way is positioned in a way to allow optimal orientation to all the units with densely planted landscape edges. The street front units have kitchen windows facing the street to enhance passive surveillance and to present a more active façade as well as windows to the JOEL.

3. RELATIONSHIP TO THE NEIGHBOURS

Full height fences are found around the majority of the property's boundaries. Setbacks and open space have been deliberately arranged to minimise overlooking. Where upper-level windows face the property boundaries, setbacks of at least 4m are achieved and high level windows or obscure glass are used to reduce the sense of overlooking.

4. BUILT FORM AND APPEARANCE

The site has been deliberately split with 1 accessways/JOAL through the middle to help separate visual the bulk within the site. To ensure that the development does not appear too bulky, the houses are orientated in a way to provide variety along Allen Raod. Outdoor living areas and carparks are divided equally amongst the remaining space. Gabled roof forms for the street front units present a better street presence and break up the roof form to create additional visual interest.

Substantial landscaping is proposed throughout the entire site. Landscaping within the sites entrances and pedestrian edges softens the pedestrian environment.

The two-storey height of the units has been softened using a variety of techniques including the use of strong eaves, landscaping, cladding variety, and setbacks. We have also introduced tonal changes between the homes which are sympathetic to the neighbouring context, and provide a unique character or identity within the development.

Carparking is positioned next to or in front of each house and parking is lined with pedestrian pathways, the driveways are bookended with a large planted zone to soften the hardness and as pedestrians approach the units' front doors.

5. RESIDENTIAL AMENITY

The proposed development provides all the necessary external amenities for all 9 x units. Each unit has the following:

- North aspect outdoor living
- Privacy fencing between all outdoor living and service areas.
- Outdoor storage shed within the private fenced area to each unit. Each shed is sized to include the storage of a bicycle.
- Rubbish areas are within easy access of the residences and can be moved down to the road side by using dedicated pedestrian pathways.
- Living areas are private and do not overlook each other.
- Good access from indoor living to outdoor living is achieved for all the units.
- 1200mm pedestrian pathways sleeve the vehicle entrance to enhance pedestrian safety and landscape appeal.

6. ACCESS, PARKING & SERVICING

Pedestrian foot paths running the length of the property are demarcated from the vehicle accessway and provide a safe and accessible access for pedestrians from the street to the carparks and to all units.

Rubbish bins are also located on this level which makes it easier to manoeuvre down the pedestrian footpaths to the road. The services zones are placed in a position that is easily accessible for each tenant, discreetly placed to be out of sight from the primary accessway and private open space areas.

Car parking is provided for each unit accessed off the vehicle access ways and from Allens Road for House 01 and 03. All cars can leave the site in forward gear exiting via the JOAL, with turning circles have been modelled using a B99 turning circle. Access to the carparks can be achieved in 1 motion upon entry and exit for all carparks.

7. SAFETY

Crime Prevention through Environmental Design (CPTED) has been considered throughout the development. Measures taken include:

- The proposed development has a variety of openness / private fencing to increase passive surveillance while balancing the residential privacy and sense of security within their private outdoor spaces.
- The development addresses the safety aspect by ensuring that the kitchens of the houses face towards pedestrian walkways to increase surveillance.
- Where possible only a single external gate is provided per unit.
- The central JOEL increases social encounters within the development, and a sense of openness to reduce anti-social behavior and "blind spots".
- All pedestrian walkways and open areas are well lit to avoid dark entrapment spaces.

Yours faithfully,

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